

**MINUTES  
OF THE  
STATE TRANSPORTATION BOARD  
PUBLIC HEARING  
1:00 p.m., Friday, April 1, 2005  
Maricopa Association of Governments (MAG)  
302 North 1<sup>st</sup> Avenue, Suite 300  
Phoenix, Arizona**

The State Transportation Board met in official session for a public hearing at 1:00 p.m. on April 1, 2005, with Chairman Dallas Gant co-chairing the hearing with Keno Hawker, mayor of Mesa and chairman of the MAG Regional Council. Other board members present included Vice Chairman Delbert Householder, Dick Hileman, Joe Lane, James Martin, Robert Montoya and Si Schorr. Also present were Victor Mendez, Director; Dale Buskirk, Director, Transportation, Planning Division; and Bill Hayden, Special Assistant to the Director.

**OPENING REMARKS AND PLEDGE**

The Pledge of Allegiance was recited and guests were welcomed. Others present at the meeting included from the Citizens Transportation Oversight Committee: F. Rockne Arnett, Chair; Dwight Amery; Ron Gawlitta; Jack Lunsford and Terry Rainey; from the Maricopa Association of Governments: Keno Hawker, Mayor, Mesa, Chair; James Cavanaugh, Mayor, Goodyear; Pat Dennis, Vice Mayor, Peoria; Woody Thomas, Mayor, Litchfield Park; Tom Callow, Sr. Executive Assistant to the City Manager, Phoenix; Dennis Smith, Executive Director; and Eric Anderson, Transportation Chair; from Valley Metro Rail: Rick Simonetta, Chief Executive Officer; from Valley Metro/RPTA: Bryan Jungwirth.

Chairman Hawker stated that the public hearing was one component of the MAG public involvement opportunity. MAG participated in a number of events with ADOT, Valley Metro, and Valley Metro Rail where staff was available to answer questions and respond to comments from Valley residents. This public hearing was also the Phoenix Region Public Hearing on the tentative program for the State Transportation Board.

**PRESENTATION OF 2006-2010 ARIZONA DEPARTMENT OF TRANSPORTATION  
(ADOT) FIVE YEAR TRANSPORTATION FACILITIES CONSTRUCTION PROGRAM**

**FY 2006-2010 Tentative Statewide Transportation Facilities Construction Program.**

Mr. Burnham explained the rural portion of the five year construction program for year 2010. Total statewide amount for construction is \$603,937,000. For major projects, the program is broken into two distinct areas: Major projects and their subprograms stateside, \$381,246,000 and for subprograms, \$222,691,000. There are three new subprograms in which money will be added: roadside facilities support for \$300,000, district minor design by \$300,000 and increasing technical training by \$100,000. A \$100 million pavement preservation program will be brought to the Board by June. Mr. Burham stated that the first project up is project modification on I-10. Another one is on 93. I-15 Farm Road TI will be building the parallel underpass for \$2.9 million.



Additional projects include: Florence Junction Corridor: This is the second to last section on the \$12 million where it's called the Silver King Section. US70 and Globe: Currently there is a four-lane sidewalk project that has been going through town. The Page Rest Area: Construction of a visitor center. The City of Page will provide money in '07 to be paid back in '10. Sundog Road Bridge: This also is a turn back with the Tribe. They will provide \$1.4 million in '07. J.W. Powell, The Airport Road, TI: This \$5 million project is to construct that traffic interchange. Southwest Sierra Vista, central to Moson Road: This is a \$4 million project to widen to four lanes. A New Project on Hoover Dam Approaches: To be broken into three sections or phases. Southbound to Ranch Road on 93: A continuation of widening of the 93 corridor for \$4.7 million. In Yuma, US95 going up from Yuma to Aberdeen: Starting out with building a bridge on that portion of the roadway at \$8 million. 160 Under Tsegi Indian Reservations: Building new passing lanes. 191 South of Chinle: Is going to be continuing the urban section of that roadway. Area Service Highways: Working on a bypass through Yuma from the new corridor. Cottonwood and Camp Verde, \$11 million: Also a payback to the Yavapai County, this is a series of passing lanes on Heber between Show Low and Heber. Also there are new subprograms introduced, first, a passing-lane program for \$4 million worth of passing lanes in the rural portions of the state.

#### **FY 2006-2010 Tentative PAG Area Transportation Facilities Construction Program.**

Mr. Pein addressed the Pima Association of Governments and looked at their major construction projects. There are both subprograms and major projects; altogether, within the PAG region for 2010 about \$78 and a half million has been allocated. Of that, approximately \$60 million will be going to the major projects. The first one is I-10, Pinal Airpark Road to Marana roadway reconstruction. \$5 million will complete the funding for that overall project of approximately \$20 million. Additional projects include: I-10 Ruthrauff Road to Prince Road: To reconstruct the roadway is a \$14 million project to build into the inside to provide a total of six lanes and provide a separated intersection for a railroad. All of the funds are available, and the design work is beginning. I-10 Cortaro Road TI: Encompasses design work and reconfiguring the TI on both the top side, on the interstate side and underneath to provide additional roadway capacity. Altogether, that is about a \$20 million project. The regional will be committing the additional funds required next year. The I-10/I-19 Traffic Interchange: Recently the Tucson district completed a \$60-plus million interstate-to-interstate connection and the project will be completed with landscaping. Irvington TI: Reconstruction to handle additional traffic. Last year, \$2 million was placed into the project for design work. State Route 83, Hilton Ranch Road, five miles south: To provide widening projects with \$7 million. And the final project is to put the design work into State Route 86. State Route 86 comes out of Tucson and works its way over to 85 down into the Rocky Point.

#### **FY 2006-2010 Tentative MAG Area Transportation Facilities Construction Program.**

Mr. Hayden addressed the tentative MAG Regional Transportation Plan. For Phase one, fiscal years 2006 through 2010, the \$2.4 billion program represents ADOT's largest urban freeway construction and financial plan in the state's history. The five year phase construction program will be one of the largest urban highway infrastructure programs in the county. The proposed tentative programs has been developed in continuous cooperation with MAG. The development of this plan is a culmination of efforts of public and private sectors and representatives of the



business community, elected officials, numerous public agencies and citizens. A review of financial revenues anticipated as a result of the sales tax extension and the cost for that first program reveal that a half cent tax will be sufficient to meet financial needs. Three management consultants will assist in dealing with the development of design plans, construction plans and a variety of engineering related functions necessary for project implementation. During the first five years of the program there will be implementation of an aggressive bonding program to ensure construction timelines. And a stringent financial management plan will ensure a balance between revenue and construction.

A composite graphic, summary of the projects planned, was included in the handouts. Projects noted included: a new constructing or retrofitting of existing facilities around the Valley as well as the construction of four new traffic interchanges including a fifth traffic interchange at I-17 that has been funded by the City of Phoenix; the construction of new HOV lanes primarily on some of the East Valley freeway systems, Pima, Price, Red Mountain, and portions of the State Route 51; an interim construction of the northern tier of the – through the 303 loop between I-17 and Happy Valley Road. And phase construction of the western section of the South Mountain Freeway from I-10 through 51<sup>st</sup> Avenue. A total of 85 miles of existing corridor widening and improvements, 37 miles of new HOV lanes, 19 miles of HOV lanes and general purpose lanes primarily on I-17 and the north valley and I-10 in the south valley. In addition to all of the construction and right-of-way activity, I-10 project in west Phoenix and the Williams Gateway project in east Phoenix with 75 miles of ongoing studies during this period will lead to future construction projects. One activity that receives the most support is the addition of rubberized asphalt. There is an additional 38 miles of rubberized asphalt plan for the Valley and it has been the most popular and well-received environmental process.

#### **FY 2006-2010 Tentative Airport Development Program.**

Mr. Dick reviewed the FY2006-2010 tentative airport development program slide presentation showing the various tax revenues and other revenues that flow into the aviation trust fund. And the actual revenues for fiscal 2003, 2004, and estimates for 2005. The flight property tax has a significant increase for 2005 and that represents the return of 50 percent of that revenue to the trust fund. Fiscal year 2005 started with a balance and a fund of \$9,611,000 less the expenses of \$20,976,000 leaving a fund balance at the end of fiscal year '05 \$9,689,000. This is projected for fiscal 2006 starting with \$9,689,000 balance, new revenue of \$25.5 million, expenses of \$23.25 million, leaving a balance at the end of fiscal '06 of \$11,894,000. The funding for fiscal '06 of airport improvement should be \$18.5 million.

#### **Draft MAG 2006-2010 Transportation Improvement Program**

Mr. Ward, MAG Transportation Programming Manager stated that one of his responsibilities at MAG is to ensure that the regional Transportation Improvement Program known as the TIP, is developed correctly and in accordance with federal requirements. The fiscal year 2006 to 2010 draft MAG TIP is a document that contains major transportation projects that are scheduled to be carried out within the metropolitan planning area within the next five years. This program is the first program that includes projects being funded with the extended regional sales tax funds and directly follows the Regional Transportation Plan that was approved in November of 2003. During the past two years due to uncertainty regarding the timing of the sales tax extension, the



development cycle for the TIP was changed and resulted in a special four year TIP being developed. That was the 2004 to 2007 program. That was approved in November 2003. Its intended successor, which was the '05 to '09 program, has to be cancelled. The normal cycle for development of the current TIP has been followed. Federal regulations require that Title 23, federal transportation funds are included in the TIP. Due to air quality concerns, all regionally significant projects within the region need to be analyzed by a rating system called a Congestion Management System. Although the TIP is a federally required document, due to additional projects which are included by several area agencies, the TIP is also regarded as a reasonably good guide to transportation investments within the region. The TIP needs to be developed every two years. However, to stay completely up-to-date with our air quality plans and to allow maximum flexibility in what is an extremely fast growing region, the MAG TIP is usually developed every year.

New MAG federally funded projects have added for fiscal years 2008, 2009 and 2010. And ADOT and transit projects were added by the end of December. Locally funded projects were added or changed in January, and the TIP is expected to be approved for an air quality conformity analysis by the end of April. Air quality conformity analysis should be complete by May or June and the Regional Council approval of the TIP in July and forward to the government designee for approval. Data comes from the TIP, also from MAAG models and further input from members of the public, MAG technical advisory committees, and finally MAG staff also occasionally provides data for the TIP. Federal regulations require that sufficient data be in the TIP in order to be able to carry out an air quality conformity analysis. And all of the details in the TIP go through a data entry system which encourages the cities and towns and agencies providing the data to provide the data in sufficient detail. In summary, there are 510 projects. That's almost half of the projects in the TIP. 257 transit projects, 143 freeways, 100 bicycle and pedestrian projects combined. Most of the time those projects are multiuse paths. 59 intelligent transportation system projects. Those are mainly traffic signal coordination. 11 specifically called out maintenance projects. Maintenance projects do not need to be included in the Transportation Improvement Program. There are 32 air quality or transportation demand projects. Those are projects such as ride share and trip production. There are seven bridge projects carried out and one telecommunication project and 15 other projects. The vast majority of the funds are coming at the current time from regional sources, although since ADOT is working on the program for freeway projects, the precise number of funds being described as regional highway projects and may change as the specific funding sources within ADOT are defined. The largest amount is from regional highway projects, and it's almost \$2.5 billion over the next five years amounting to 44 percent. Local funds being committed total nearly \$1.2 billion. That's almost a fifth. State highway and state and local transit funds are \$565 million. That's ten percent. The remaining 3.4 percent from private funds from developers. A total of \$5.65 billion. That represents an annual increase of more than 18 percent from the previous program. The funds are mainly going to street projects. Street projects are going to receive about 42.6 percent. The percentage going to freeways dropped from 33 percent in the last program to 30.6 percent. The percentage of MAG federal funds being committed to freeways has also dropped. It used to be 50 percent, and now it's down to less than 39 percent. Streets and intelligent transportation systems combined have increased to 25 percent. Transit next with 14.3 percent and then bicycles and pedestrians combined just under 11 percent. Specific air quality and transportation demand management projects will receive just under seven percent and the remaining 4.4 percent targets the telecommunications projects and studies and contingencies.



## **FY 2006-2010 Valley Metro/RPTA Annual Transit Performance Report**

Mr. Bryan Jungwirth discussed the 2004-2005 Valley Metro RPTA Annual Transit Performance Report. The Regional Transportation Plan represents over five billion as far as the regional transit over the next 20 years, representing more than a three fold increase in bus service region wide. The plan creates a super grid regional bus network offering consistent levels of service across jurisdictions and expands the express bus systems offering rapid connections to central Phoenix as well as suburb-to-suburb community.

The funding for additional revenue miles and bus services jumps from approximately ten million miles in Phase 1 to over 30 million miles of services in the fourth phase of the program of the five-year term which is the threefold increase. This is the Regional Transportation Plan mode shares. We're looking at about a 32 percent of the funding package that was approved in Proposition 400 going towards regional transit expenditures equals about \$100 million a year in local funds going for regional funds for transit. This is the proposed super grid system, the rural service. The proposed rural service mainly occurs in Wickenburg and Gila Bend. Also proposed is freeway BRT service and arterial BRT service or transit service. Some of the capital programs for the RTP includes over 2,406 plus purchases for buses for fixed route, 36 rural transit buses, 1,200 para-transit vehicles and 1,400 vanpool vehicles. Continuing on the capital program, 13 park and ride lots will be developed, 13 passenger facilities, five bus operations and maintenance facilities, two para-transit and rural transit O&M facilities, a vanpool facility, 50 miles of arterial BRT improvements, ten miles of dedicated BRT right-of-way and purchases, 1,200 improved bus stops which have pull-up shelters and so forth. The RTP capital program also includes funding for an expansion of the light rail. There's 30 miles that will be locally funded that are already going to be constructed today, and the RTP helps fund 27.7 more additional miles of service. The implementation of the RTP is guided through three different life cycle programs: freeway, arterials and transit. It's a life cycle program for the transit and will provide the ground rules for the implementation of the program over the next 20 years. The guiding principles, the policies and the procedures and the financial tools as well as for the implementation of the transit component of the RTP are being developed. The next step is to refine the regional transit program including route specific operations and consulting with local elected officials in the communities and then refining the capital program to support the regional service program by phasing and identifying the bonding needs.

### **CALL TO AUDIENCE**

#### **Mayor Larry Nelson, City of Yuma**

Mayor Nelson thanked the Transportation Board for completing work on Highway 85 and for keeping 95 that goes up to the Yuma Army Improvement Grounds because there are a lot of things hauled on that two-lane highway. Of main concern to Mayor Nelson are the SR 280, and the connection from I-8 down to the marine base on 3E. Originally, 3E was to be done by the City and with state funds. However, since 9-11, there has been significant impact on homeland security and changes at the Marine Corp air station. A highway in front of the marine base was finished not too long ago. They are now asking to move that include 3E which, is State Route 280, a half mile through the east which will be avenue three and a half E, and to continue it down south for another mile and a half where the marine base will be putting in their new entrance into



the marine base. They feel a significant effect on security with their current entrance there where 40<sup>th</sup> Street goes directly into there with no chance for an interdiction before they get there. Mayor Nelson asked for an opportunity to talk to ADOT and asked for help in rerouting that. A study has been done and a site consultant has been hired.

**Dan Cook, Assistant Public Works Director, City of Chandler**

Mr. Cook thanked everyone for their support on several projects that have been completed in the Chandler area including the Price Freeway; the San Tan Freeway, various arterial street improvements and enhancement programs. He addressed projects related to the ADOT five-year program including the interchange at I-10 and Ray Road. That project is moving forward through the design phase, but his understanding is that additional funding is necessary to complete that project to a standard interchange design. It's his understanding that the additional funding needs to be allocated in the ADOT five-year program. He's requesting that the additional funding necessary to complete that interchange be included in the program. Over the year, the City of Chandler and ADOT have been discussing the turn back of Arizona Avenue from Ocotillo to the highway. He's committed to proceed with that turn back agreement, and looks forward to continuing to work with Dan Lance and his staff. He addressed a potential receiving of a land easement from ADOT for some property along the south side of the San Tan Freeway. There's a fairly significant remnant parcel that they'd like to have the opportunity to look at that land for the use as either a regional park-and-ride facility to assist in the regional transportation program, a street maintenance yard, or possibly a race-driving track. He requested additional airport funding, about a million and a half dollars, for two growth projects, two safety projects and some ongoing maintenance at Chandler Municipal Airport, which is currently about the 63<sup>rd</sup> busiest airport in the country.

**William C. Blue Crowley, III, Phoenix**

Mr. Crowley mentioned that the State of Florida has a rule that anytime they deal with a roadway, they upgrade it to bicycle, pedestrian and transit sensitive. The county abides by that because when you have the roadway with bicycles on the edge of it, the road doesn't push out as fast and deteriorate because the road edge is then further from where that deterioration is caused. He also noted that 23 of the 27 miles of the light rail are in the city of Phoenix, and that's not regional. And that the rail stop is going to be on the east side of Metro. When he found that his project down the street wasn't being addressed, he was at the MAG manager's meeting, and they had on the agenda the Papago intermodal transfer station and feasibility study. He appreciated what Mr. Smith said about Gateways, but asked where the eastern Gateway for rail is? He suggested a new gas tax out of the percentage of the cost and put it towards the alternatives and make the centers the saints by having them pay for it.

**Scott Hume, Independent Community Activist**

Mr. Hume volunteered by assisting the campaign consultant of Trans 2000 and thanked members for wonderful plans that are equitable for the entire area. He mentioned that Phoenix's budget shortfall is forcing Phoenix to consider cutting buses off at ten-thirty at night weekdays. If buses are cut off, for the year or two or for whatever budget reason is going to have a tremendous impact because the public is not quite as multimodal as their thinking is. This could be the negative outgrowth if something like this happens. So to continue the programs that you are working on, which are wonderful, does need to be addressed.

**Mike Gregoire, Anthem**

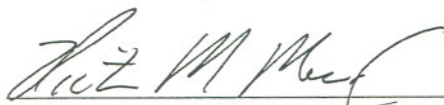
Mr. Gregoire spoke on behalf of the I-17 corridor and noted inconsistency. In this new expansion project on one map, it only has it extending to the 303, which is two miles out of Carefree Highway, asking for a huge bottleneck since the 303 doesn't exist yet. It ends at the Carefree Highway. The I-17 is expanded to three lanes courtesy of Anthem all the way up a few more miles. If the project extended another mile it would prevent a bottleneck there as well at Carefree Highway. Mr. Gregoire thanked those responsible for improving I-17 and addressed the development in the current plan. The design phase starts in fiscal year 2006 with the actual construction starting in 2007 or closer to fiscal year 2008. It's a bottleneck every time of day. He requested speeding up the process a little bit.

Chairman Hawker thanked everyone that provided input. The comments will be included in the official records and be made part of the decision-making process.

**ADJOURN**

Chairman Gant noted a quorum of the Transportation Board and adjourned the meeting. The meeting adjourned at 4:07 p.m.

  
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Dallas Gant, Chairman  
State Transportation Board

  
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Victor Mendez, Director  
Department of Transportation